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THE PORT OF OAKLAND

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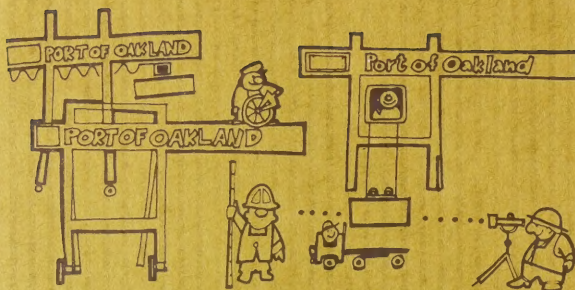
JAN 31 2025

UNIVERSITY OF CALIFORNIA

The Port of Oakland is a department of the City of Oakland, established in 1927 by popular vote to assure development to the fullest potential of the city's magnificent harbor.

The Port is governed by the seven-member Board of Port Commissioners—Oakland residents who serve four-year terms without pay or compensation. They are nominated by the Mayor of Oakland and appointed to the autonomous body through majority approval of the City Council.

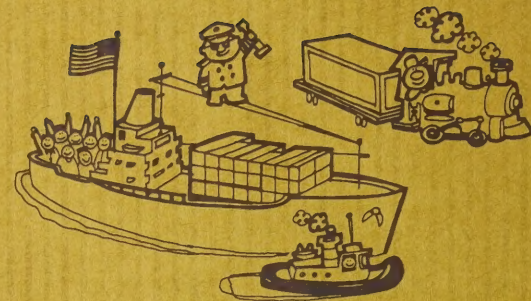
The Oakland Board of Port Commissioners sets policy, has fiscal responsibility and ratifies decisions affecting the operation of the largest general cargo seaport on San Francisco Bay, Oakland International Airport and commercial, industrial and recreational properties along the City's 19-mile shoreline.



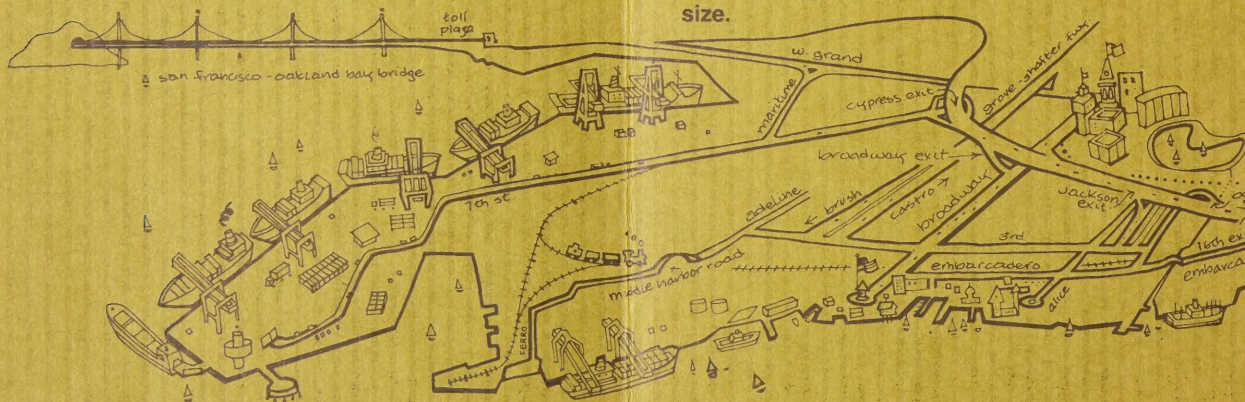
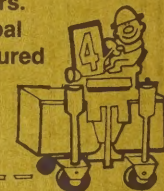
MARINE TERMINALS

Since 1962, the Port of Oakland has built the finest docks and terminals on the West Coast for the handling of containerized shipping.

With the development of containerization, an increasing amount of the world's seagoing commerce travels aboard specialized ships designed to carry cargoes stowed in metal boxes of uniform size.



Few ports in the world have adapted more thoroughly to containerization than the Port of Oakland. Largest containerport on the Pacific Coast, second in the United States and among the top five or six in the world, Oakland receives and dispatches over 80 percent of its 9 million revenue tons of cargo each year in containers. Oakland is the West Coast's principal gateway for the export of manufactured goods made or agricultural crops grown in America.



A staff of approximately 400 skilled people, headed by the Executive Director, conducts the day-to-day business of the Port. Ocean cargo-handling, aviation, restaurant and commercial activities of the Port of Oakland provide some 23,000 direct jobs and another 46,000 in crucial support, pumping almost \$3 billion annually into the Bay Area economy: Oakland's leading job generator and the only city agency that pays its own way, at no cost to the taxpayer.

These huge 20- to 40-foot long containers (by eight feet high and wide) permit extremely rapid transfer of cargoes between specially designed ships, truck chassis and railroad flatcar... and vice versa.

Not only are the goods inside protected from damage and pilferage, but the loading and discharge time for ships in Port is greatly reduced. Vital trade between nations is enhanced by lower costs and higher volumes. Consumers benefit from a wider range of goods at cheaper prices.



CONTAINER TERMINALS

The Port of Oakland offers 18 berths for container-ships at its eight major container terminals. Sixteen gigantic gantry cranes and over 400 acres of backup yards—twice the capacity of its nearest rival—serve some 1,100 ships calling at Oakland each year.

Major container terminals include these:

Sea-Land Terminal, where the largest and fastest containerships in the world depart for the Far East every week.

Outer Harbor Container Terminal, Berths 2 & 3, serving a busy consortium of four Japanese steamship lines. Together with a Danish line headquartered at neighboring *Berth 4*, the ships calling at this bustling new terminal handle a large portion of the trade between the United States and its Number One commercial partner, Japan. To the north, *Berth 6*, the Port's newest container facility, will welcome container ships soon.

The sprawling *Seventh Street Marine Terminal*, at whose 140 acres eleven steamship lines flying the flags of nine maritime nations shuttle between Oakland and Australia, the Far East, Northern Europe, the Soviet Union, the U.S. Pacific Islands and the 50th State, Hawaii. This is the West Coast's largest single container shipping facility;

Middle Harbor Container Terminal, inside the Oakland Estuary. Here three leading American flag lines—United States Lines, American President Lines, and Seatrain Lines—share a four-berth facility serving ships that touch nearly every continent;

Outer Harbor Terminal, Berth 5, Berth 10, Grove-Market Terminal, Ninth Avenue Terminal, although all currently devoted to conventional, non-containerized "breakbulk" shipping, each is slated for extensive future modification to serve containerships as well.

Ninth Avenue Terminal is the Northern California center for construction steel imports and non-scheduled "tramp" ship operations.





OAKLAND

INTERNATIONAL AIRPORT

Oakland International Airport is a major embarkation and debarkation point for world travelers to and from the cities of the Bay Area. Major scheduled airlines offer service to destinations in the United States, Canada and Mexico, while Oakland International—with its huge International Arrivals Building for speedy mass customs and immigration services—is a center for charter flights around the globe.

The world's two largest supplemental carriers—Trans International Airlines and World Airways—are headquartered at Oakland International. The latter provides upkeep for many American and foreign airlines at its gigantic World Aviation Maintenance Center, big enough to hangar four 747 jumbo jets or six DC-10s for servicing simultaneously.



In addition to commercial jet activity on its 10,000-foot Bay-front main runway, Oakland International offers a separate corporate and general aviation North Airport, with completely separate runways, tower, fueling, weather and guest pilot facilities.



Rental cars, tie-down aprons, maintenance shelters and every variety of accessory aviation service from helicopter rental to 727-jet captain training can be found at Oakland International North Airport.



Oakland International is not only the most accessible airport in the San Francisco Bay region, but also the most convenient for almost half the metropolitan population. It is served by a nearby Bay Area Rapid Transit station with the region's only direct BART-Airport link.

It is also just off a major freeway, offers the area's cheapest and most abundant parking, is linked to neighboring cities by low fare limousines, buses, taxis, and the Bay Area Rapid Transit. A thousand hotel and motel rooms, fine restaurants and a major league sports complex, the Oakland Coliseum, ring the airport.

444-4444



For reservations or answers to any questions about flight services at Oakland International Airport, dial the FLY OAKLAND Desk, (415) 444-4444.

JACK LONDON SQUARE

As a teenager growing up in turn-of-the-century Oakland, Jack London sailed as an oyster pirate from a dock at the foot of Broadway. Here, at a derelict saloon known as the First and Last Chance (its name a story in itself), the budding author received an informal education that would later stand him in good stead.

London signed on as a deckhand aboard the sealing schooner Sophia Sutherland, and in later years—after success had come to him as a novelist and journalist—London had his ketch Snark built and outfitted at a yard nearby.

Jack London is not the only famous writer who was drawn to this pulsing heart of Oakland's waterfront. Robert Louis Stevenson set out for Samoa from here, and Bret Harte soaked up the colorful atmosphere for his Gold Rush tales. But it was London—still America's most popular author worldwide—for whom the Square was named in 1951.



Today, Jack London Square is the East Bay's premier tourist attraction, and its dining capital. Among lush shoreline promenades, chandleries and shops (like the cavernous Cost Plus Imports) a wide variety of popular restaurants attract millions of visitors each year.

Jack London Square boasts the actual log cabin in which London wintered during the Klondike Gold Rush, a host of maritime artifacts and the nearby Jack London Village, where rustic architecture recreates the North Coast towns of the author's era. Jack London Square and Village are a browser's and stroller's paradise of shops, boutiques and eateries on the Estuary's banks. The addition of marinas and a "boatel" make this Port area a center for pleasure boaters and those who simply come to savor the salty ambience.



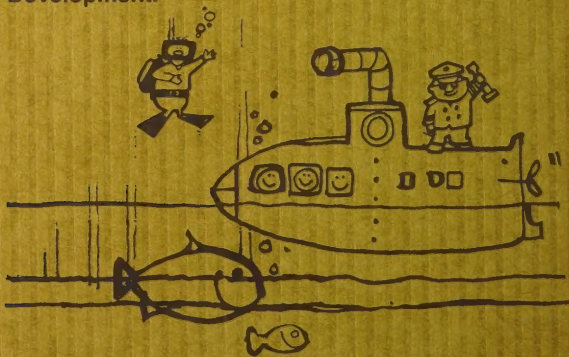
EMBARCADERO COVE

Along the Embarcadero, between 10th Avenue and Dennison Street, the Port of Oakland has created a sheltered harbor for hundreds of sail and power boats, an outfitting center for an active commercial fishing fleet and a complex of outstanding restaurants.

Landscaped walkways with gas lights and picket fences interlace Embarcadero Cove's restored Victorian houses, quaint shops and unusual dining spots (a recycled Coast Guard lighthouse, for example, and a converted railroad station).

Phase One of a \$4 million redevelopment of a one-mile stretch of Estuary shoreline, now under-way, will result in more than 400 new pleasure boat berths, two new major restaurants and several coffeeshops, a public walkway, miniparks and picnic plazas.

The Embarcadero Cove facelift, to be completed by mid-1979, is being financed by low-interest development loans—repayable over the next 27 years out of revenues earned in resulting berth fees and commercial receipts—from the State of California Department of Navigation & Ocean Development.





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BUSINESS PARK and DISTRIBUTION CENTER

Oakland Airport Business Park and the neighboring Port of Oakland Distribution Center occupy 475 acres between the Nimitz Freeway (Highway 17) and Oakland International Airport.

The Business Park is a planned development now serving as an office or light industrial base for some 275 firms with about 7,000 employees. Restaurants, banks, hotels and a post office are also located within its boundaries.

Carefully controlled landscaping and architecture, transportation convenience (linked to all Bay Area communities by freeway, bus and rapid transit lines) and diversity of operations and facilities have made the Business Park one of the Bay Area's most popular commercial sites.

Adjacent to the Airport and Business Park, the Distribution Center consists of 175 acres of industrial property. The first tenant in the Distribution Center is United Parcel Service, which constructed a 220,000 square foot regional distribution facility on a 25 acre site to serve Northern California. The facility employs 400 people. Sites are available for firms that, by Port policy, have substantial distribution and transportation function to mesh with and enhance the cargo capacity of the Airport.

